

HOUSE BILL REPORT

2ESB 5995

As of Second Reading

Title: An act relating to modifying the transportation system policy goal of mobility.

Brief Description: Modifying the transportation system policy goal of mobility.

Sponsors: Senators King, Hobbs, Fain, Liias, Litzow, Braun, Schoesler, Parlette, Dammeier, Warnick, Sheldon, O'Ban, Becker, Brown and Bailey.

Brief History:

Committee Activity:

Transportation: 4/6/15, 4/7/15 [DPA].

Brief Summary of Second Engrossed Bill

- Includes congestion relief and improved freight mobility in the definition of the existing transportation system policy goal of mobility.

Staff: David Munnecke (786-7315).

Background:

There are currently six statewide transportation system policy goals for the planning, operation, performance of, and investment in, the state's transportation system. These policy goals are identified as follows:

- economic vitality: to promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
- preservation: to maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- safety: to provide for and improve the safety and security of transportation customers and the transportation system;
- mobility: to improve the predictable movement of goods and people throughout Washington;
- environment: to enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

- stewardship: to continuously improve the quality, effectiveness, and efficiency of the transportation system.

The Office of Financial Management (OFM) is required to establish objectives and performance measures for all state transportation agencies in order to assure that transportation system performance attains the six policy goals established in statute. The OFM was required to submit to the Legislature and the Washington State Transportation Commission (WSTC) a baseline report on initial objectives and performance measures for attainment of the newly established policy goals during the 2008 legislative session. Subsequent attainment reports are required to be submitted to the Legislature and the WSTC in each even-numbered year thereafter.

The Washington State Department of Transportation (WSDOT) is also required to perform certain duties to support attainment of the statewide transportation system policy goals. These duties include: (1) maintaining an inventory of the condition of structures and corridors, as well as a list of structures and corridors in most urgent need of retrofit or rehabilitation; (2) developing long-term financing plans that sustainably support ongoing maintenance and preservation of the transportation infrastructure; (3) balancing system safety and convenience to accommodate all users of the system to safely, reliably, and efficiently provide mobility to people and goods; (4) developing strategies to reduce vehicle miles traveled and considering efficiency tools to manage system demand; (5) considering a variety of efficiency and demand management tools; (6) promoting integrated multimodal planning; and (7) considering engineers and architects to design environmentally sustainable, context sensitive transportation systems.

Summary of Second Engrossed Bill:

The definition of the transportation system policy goal of mobility is modified to include congestion relief and improved freight mobility.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date of Second Engrossed Bill: The bill contains an emergency clause and takes effect immediately.

Staff Summary of Public Testimony:

(In support) A transportation package needs to be passed this session. A \$7 billion investment in transportation would generate \$42 billion in benefits.

The roads need to be maintained, but the funds to do so must be spent responsibly. The emphasis on freight mobility is of particular importance.

The funding package needs to be passed, not just to meet road maintenance and preservation needs, but also to help the unemployed in Washington. People are leaving the state in order to find work, and we need to provide them with work now.

(Opposed) None.

Persons Testifying: Tom Pierson, Tacoma-Pierce County Chamber of Commerce; Duke Schaub, Associated General Contractors of Washington; Sheri Call, Washington Trucking Association; and Neil Strege, Washington Roundtable.

Persons Signed In To Testify But Not Testifying: None.